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also raises the average by sparing to older years those who would otherwise have disappeared from the population." It appears to the reviewer, first, that even if a decline in the death-rate is confined to infants and children, unless we mean very young children, it raises the average age of the population; second, that in actual experience it is the case that the decline in the death-rate is chiefly among infants and children, and to a very slight degree among people who have passed middle age. Aside from a considerable number of such statements, the book appears to be reliable—at least the reader is given the authorities, in the form of numerous footnotes, for most of the statements made.

T. N. CARVER.

SPENCE, T., OGILVIE, W. and PAINE, T. *Pioneers of land reform*. (London: G. Bell & Sons. 1920.)

WANLASS, W. L. *The United States Department of Agriculture. A study in administration*. Johns Hopkins University studies in historical and political science, series XXXVIII, no. 1. (Baltimore: Johns Hopkins Press. 1920. Pp. 128.)

WOOLSEY, T. S., JR. *Studies in French forestry*. (New York: Wiley. 1920.)

*Fisheries statistics, 1918. Census of industry, 1918*. (Ottawa: Bureau of Statistics. 1920. Pp. xxxiii, 119, xxxiii.)

*Forest devastation. A national danger and a plan to meet it*. Submitted for consideration to the Society of American Foresters by the Committee for the Application of Forestry. (Washington: Soc. Am. Foresters. 1919. Pp. 37.)

*The Jewish Agricultural and Industrial Aid Society annual report for the year 1919*. (New York: 174 Second Ave. 1920. Pp. 53.)

Summarizes the growth of agricultural enterprise by Jewish farmers in the United States since 1900. Estimated that now there are over 7,000 Jewish farming families, holding 1,000,000 acres, valued at \$50,000,000. The loaning policy is described, covering operations in 36 states.

*National survey of the economic status of the horse*. (Detroit: Green, Fulton, Cunningham Co. 1920. Pp. 130.)

*Petroleum. A selected list for the investor and geologist, and the chemist*. (St. Paul, Minn.: Public Library. 1920. Pp. 5.)

*Royal Commission on Agriculture. Minutes of evidence, August 5-November 5, 1919*. (London: Wyman. 1920.)

## Manufacturing Industries

### NEW BOOKS

MORAL, F. *Die Abschätzung des Wertes industrieller Unternehmungen*. (Berlin: Springer. 1920. Pp. viii, 149.)

- RAWLEY, R. C. *Economics of the silk industry*. (London: King. 1920. 10s. 6d.)
- Emery's charts and maps; showing growth and distribution of United States manufactures*. (Chicago: Emery Bros., 6815 Harper Ave. 1106 blueprints. \$100.)
- Facts and figures of the automobile industry, 1920*. (New York: National Automobile Chamber of Commerce, 36 Madison Ave. 1920. Pp. 96.)
- Materials in shoes*. (Boston: Retail Shoe Salesmen's Institute. 1920. Pp. 190.)
- Proceedings of the fourth industrial safety congress of New York state, December, 1919*. (Albany: Bureau of Statistics and Information. 1920. Pp. 242.)
- Two related industries: an account of paper-making and of paper-makers' felts as manufactured at the Kenwood Mills, Rensselaer, New York*. (Albany: F. C. Huyck & Sons. 1920. Pp. xiii, 78.)

### Transportation and Communication

- A History of the Atlantic Coast Line Railroad*. By HOWARD DOUGLAS DOZIER. (Boston: Houghton Mifflin Company. 1920. Pp. xi, 197. \$2.00.)

In the earlier chapters of this book the author traces the development of the short lines which were later consolidated into the Atlantic Coast Line System. Something less than half the volume is devoted to a study of the growth since the Civil War, including a chapter on integrations and consolidations.

The student will find in this volume an important contribution to the economic literature of the country, not only because it adds to our knowledge of railway history but because it contains as a background a good discussion of the industrial development of the country through which the lines were built. The expansion of the important lines is presented in detail. The application of steam to transportation, of course, wrought a great change not only in the industrial development of the southeastern portion of the United States, but also upon the direction of the channels of trade. The north and south currents became more important and water transportation both by canal and river declined. Towns situated at the head of navigation became active trade centers and critical points in the construction of railroads. Owing to their location they were able to take advantage of the new methods of transportation. In the course of time the prospective advantages